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PRIVATE RESIDENTS AT THE
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is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
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Hongkong Daily Press.

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THE
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No. 15,174. 號四十七百一千五萬一第 日四十月十年二十三緒光 HONGKONG, THURSDAY, NOVEMBER 29th, 1906. 四拜禮 號九十二月一十年六零百九千一英港幣 PRICE, \$3 PER MONTH.

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LIGHT ALE
IN QUARTS, PINTS AND SPLITS.
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SOLE AGENTS:
**A. S. WATSON & CO.,
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[a1180]
GREEN ISLAND CEMENT COMPANY
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1, Casks 375 lbs. net \$4.50 per cask ex Factory.
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SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. [a1223]

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28, DES VEXES ROAD CENTRAL.
HAVE Just Unpacked a large Assortment
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BOOTS and SHOES;
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SHIRTINGS, FLANNELS and SUITINGS
OF THE LATEST DESIGN.
PRICES VERY MODERATE.
Inspection of our New Stock of Goods is
respectfully Solicited.
Hongkong, 28th September, 1906. [39]

ANNUAL CLEARANCE SALE.
FROM 1st till 30th NOVEMBER.
CHINESE, JAPANESE AND INDIAN
SILKS, CRAPES, CANTON LINEN,
EMBROIDERIES, SHAWLS, LACES,
CARPETS, RUGS, DRAPEY, FANCY
GOODS, &c., &c.
BARGAINS!
Kindly note that the above Articles are
available for presents for Christmas and New Year.
Inspection earnestly solicited.
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3, D'Aguiar Street.
Hongkong, 1st November, 1906. [2018]

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THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.
J. W. KEW,
Manager.
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. [1712]

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WAYS COMPANY, LIMITED.
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TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.00 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
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3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,
every 1 hour.
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Extra cars at 11.30 p.m. and 11.45 p.m.
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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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SPECIAL CARS by arrangement at the Company's
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JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. [1824]

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G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
3RD FLOOR, HOTEL MANSIONS,
PEDDER STREET
[a158]

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TAILORING DEPARTMENT.
NEW SEASON'S GOODS
FOR AUTUMN AND WINTER
JUST ARRIVED
MATERIALS of the VERY LATEST and MOST FASHIONABLE DESIGNS.
CONSISTING OF—
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SPECIAL LINES IN DRESS SUITINGS
FIT AND STYLE GUARANTEED.
All Orders receive the most CAREFUL and PROMPT attention and are executed under
the direct personal supervision of our Cutters, and by OUR OWN WORKMEN ON
THE PREMISES.

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Hongkong, 17th November, 1906. [a33]

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THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD. KOBE.
AGENTS: F. BLACKHEAD & CO.
Hongkong, 16th August, 1905. [1688]

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A SHIPMENT OF
SIR ROBERT BURNETT & CO.'S CELEBRATED
"OLD TOM" & "DRY" GINS.
PER CASE OF 12 BOTTLES ... \$8.00
(less 10% discount).
CALDECK, MACGREGOR & CO.,
WINE MERCHANTS,
HONGKONG, SHANGHAI SINGAPORE,
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Hongkong, 15th November, 1905. [a34]

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THE
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
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THE ABOVE EXCLUSIVELY SHIPPED TO
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HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, Special—The finest of all "Pog" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong
F. BLACKHEAD & Co.
1137

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CHRISTMAS VOLUMES.


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S. TANAKA, Manager, Hongkong. [112]

10 PER CENT DISCOUNT.
IN consequence of the favourable Exchange now ruling, we beg to Notify our Patrons and the Public Generally that, until further notice, OUR PRICES FOR WINES AND SPIRITS WILL BE REDUCED 10 PER CENT, as from the 1st NOVEMBER.
H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
12, Queen's Road Central.
Hongkong, 16th November, 1906. [2099]

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Cheap Edition, 2 Vols. \$7.50
THE NEWEST DESIGNS IN XMAS
CARDS FOR PRIVATE GREETINGS
RICE PAPER CARDS WITH PIDGIN
ENGLISH VERSES.
JAPANESE HAND PAINTED CARDS
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MACKIE'S
WHITE HORSE CELLAR
THE UNRIVALED SCOTCH WHISKY
\$13.00 PER DOZEN.
LANE, CRAWFORD & CO.
SOLE AGENTS.
[a155]

H. HIPTOOLA & CO.,
MILLINERS AND DRAPERS,
13 and 15, D'Aguiar Street,
HAVE just unpacked a Large Assortment
of FANCY WINTER GOODS,
LADIES AND CHILDREN'S SHOES, and a good
Stock of TOYS.
A visit from our kind Customers is solicited.
PRICES REDUCED all round in conformity
with the rise in Exchange.
Hongkong, 26th November, 1906. [2162]

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BY Popular English Manufacturers. In
all Bore and Sizes
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to S&S&G at \$6.37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1906. [1824]

INSURANCE
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
THE Accumulated Funds of the Company
are nearly £11,000,000,
and the annual revenue is at the rate of
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PER DAY.
DODWELL & CO., LD.
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[a13.8-3]

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HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
163 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS
[a40] **H. HAYNES, Manager.**

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
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Electric Passenger Elevator to each floor.
Tables D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1965]

NOTICE.
NEW KINGSCLORE will be Opened as
a PRIVATE HOTEL on December
1st next. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 p.m. and 7 p.m. on and after the 22nd
instant.
Apply—
Mrs. G. SACHSE,
St. George's House,
Hongkong, 15th October, 1906. [1917]

VICTORIA HOTEL.
SHAMEN—CANTON.
On the British Concession.

MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels under experienced European
Management.
Every Comfort and Convenience for Resident
and Tourists.
[a1662] **WM. FARMER,**
Proprietor.

"BOA VISTA"
HOTEL-SANITARIUM OF SOUTH
CHINA),
MACAO,
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Honam*) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.
Cable Address—"BOAVISTA."
For Terms, apply
[a221] **THE MANAGER.**

CHILDREN OF FAR CATHAY.
A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST
By **CHAS. J. HALCOMBE**
(Formerly of the Imperial Chinese Customs-
Service, Author of "The Mystic
Flowery Land," etc.)
THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kweilin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENNIE.
Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese
Emblem in Gold.
Price
\$3.50.
To be obtained from Messrs. KELLY & WALSH,
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Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.
Hongkong, 23rd April, 1906.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

REDUCED PRICES.

WE beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. THE REDUCED PRICES which take effect as from the 15th INSTANT will be found to compare favourably with those of other stores in the colony whether European or Chinese.

We have also just issued separately a New Wine List with Prices based on rate of Exchange now ruling. Reference to which will show that SUBSTANTIAL REDUCTIONS have been made.

ALL PRICES ARE NOW STRICTLY NET.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 28th November, 1906. [30]

NOTICE TO CORRESPONDENTS.
On communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on the right side of the paper only. No anonymous communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS will be sent before 11 a.m. on day of publication. Advertisers must forward the copy to the Editor, not to the printer. Only supplied for Cash. Telegraphic Address: Press, Odessa A.B.O. 314 Ed. Libby.

P.O. Box 23, Telephone No. 12

MARRIAGE.

On November 28th, at St. Peter's Roman Catholic Church, Hongkong, by the Rev. J. H. Franco, M.A., A. G. Smith, master of St. Lawrence, to Rosemary H. Mack, daughter of John Arthur Mack, Esq., of Brighton, England. [2186]

HONGKONG OFFICE: 10A, DES VEXES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 29th, 1906.

FREEDRAGERS and Protectionists will be "given furiously to think"—those who are easily alarmed by statistics, not understanding their elasticity, may shudder—and others, blessed with a temperament to see the hidden bright side of things, will probably remain unperturbed, by the interesting "History of the World's Trade" recently issued by Dr. M. SCHMIDT at Berlin. Dr. SCHMIDT has been lumping facts and figures, adding deductions, and probably colouring the resultant product with his natural sympathies, but none-the-less he seems to offer a clear and fairly trustworthy idea of the modern tendency of the development of the chief commercial nations. Frenchmen will probably be divided into two parties of critics, for the erudite author names France as the country which has relatively advanced least in the race for the world's trade. Dr. SCHMIDT attributes this comparative business standstill to the purely protective policy of the French Government, which has rendered the nation, he says, a vast community supplying its own needs mainly by the work of its own population. The trade and commerce of Great Britain is admittedly still at a point far beyond that of all other competitors, and it is gratifying to have Dr. SCHMIDT's testimony that during the past century it showed a remarkable development. Both in volume of trade and in size of her merchant

fleet, Britain "continues to remain on a pinnacle unattained by any other Power", as his translator puts it. But the optimism of a German critic varies from the optimism of a British patriot in ratio with the mileage dividing London and Berlin, as is natural. Dr. SCHMIDT holds, and he cites official returns to prove it, that that foremost position is not to be Britain's in perpetuity; the period for its enjoyment can almost be calculated by figures. In the last few decades, Germany and America have climbed to the position of dangerous industrial competitors. This has a familiar ring, and we fancy it has been mentioned before more than once. However, Dr. SCHMIDT avers that competition with the United Kingdom is steadily becoming stronger, and that British trade, noticeably in the export of cotton and iron goods, is quite perceptibly losing ground. As a middleman or intermediary, JOHN BELL is also losing his prestige, and "although London is still the first port in the world"—the Herr Doctor has apparently not heard of Hongkong's claims—the monopoly of two hundred years is now hardly worth entering as an asset; its good-will must be heavily written down. We should have thought it had been amply depreciated of late, but no matter. Of Germany and her trade, our historian writes just as would be expected, and largely in consistence with the general German comment of the last two or three years. It shows, he says, a more magnificent development than any other commercial Power. Importing goods chiefly for her own consumption, and exporting chiefly her own products, Germany has managed to exactly double her trade during the last twenty-five years, the official figures giving the two extreme values respectively as equivalent to three hundred and six hundred million pounds sterling. "In the decade ending 1904 the value of German foreign trade has increased 65 per cent., that of Great Britain 38 per cent., and that of the United States 59 per cent., and that of France 28 per cent." During the decade ending 1905 the transport facilities of the British merchant fleet increased 47 per cent., that of Germany 234 per cent., viz., from three and a quarter to seven and two-third million tons. In face of these mathematical marvels, it seems somewhat unreasonable of Dr. SCHMIDT to accuse his capitalistic nationals of lack of courage and enterprise in the matter of foreign and colonial investment, but he was impressed by the fact that in 1870 Germany held £500,000,000 worth of foreign securities, which figure had since risen to £300,000,000. On the whole, his conclusion, from the figures, is that the British Empire is unquestionably being ousted from its status of first commercial Power, and that Germany is to step into its shoes. So far as we have yet observed, the British Press has not been seriously overwhelmed by these disclosures.

Some interesting shipping notes will be found on page 5 of this issue.

Lieutenant F. V. B. Kirwan, A.S.C., from No. 57 Co., at the Curragh, has been appointed to Hongkong for duty.

The Straits Settlements dinner will take place at the Whitehall Rooms, Hotel Metropole, on Tuesday, December 4th next.

The charge of dishonesty against Mr. H. C. Hogan of Singapore was disproved when the case came before the Assize Court.

Declarations of silk amounting to about £50,000 were made in Lyons to two companies with agencies there, as part of the valuable cargo of the burned s.s. *Hankow*.

A marriage has been arranged, and will take place in December, between Captain and Brevet Major R. J. A. Terry, Manchester Regiment, and Kathleen, daughter of Mr. J. C. Bois, of Kingslynn, Upper Norwood.

Dr. Koch's lectures on "First Aid" commenced at St. Paul's College on December 7th. Ladies interested in ambulance work will find an invitation by Dr. Clark, Hon. Sec., printed elsewhere in this issue.

From the Shanghai Horse Bazaar yesterday there arrived 13 polo ponies and four racing griffins. The polo ponies are for the officers of the 3rd Middlesex Regt. and the racers for Messrs. Hough, Jardine, and D. Macdonald.

Yesterday afternoon Messrs. B. Moutrie and Co., Ltd., gave a recital on the Stock Piano. Mr. Ardington Payne officiated, and played a number of selections which showed the capabilities of this new instrument which the firm are advertising.

This evening at the Union Church Literary Club, Kennedy Road, there will be an inter-debate with the Y.M.C.A. on the question "Is the Art of Public Speaking Declining?" The Rev. H. E. Wells will take the chair, and it is hoped as many as possible will attend. The meeting commences at nine o'clock.

The husband of one of the arrested suffragettes (name given) is reported to have offered to pay £10 a day for every day during which his misguided wife can be detained in prison. The *Pall Mall Gazette's* readers are asked to try and conceive the depth and poignancy of the poor man's domestic sufferings.

Sennel Frère easily lead the way in the matter of artistic New Year calendars. Their calendar for 1907 reaches us in the form of a substantial metal case holding a block for "notes," and with a very tasteful cover. It is a paper weight and note-pad combined, and will be appreciated at whatever desk it reaches.

The agricultural associations of the provinces of Eastern Prussia have presented a petition to the Prussian Government to permit the temporary employment of Chinese coolies as farm labourers. The memorialists plead that there is an insufficiency of agricultural labourers for the adequate cultivation of the land.

In Canada, says a Canadian, our work is still our play: we cut down trees instead of hitting sixes to leg, and our country is too young to have any considerable number of playgrounds. To put it in another way, our country is so gloriously young and unspoiled that the whole of it is one vast playground, and we are only now beginning to set off special places for the tired man and the pleasure-seeker.

As deep diving in the Fleet has led to several accidents, the Admiralty have appointed a committee to investigate the question. Pending the final report of the committee, and until complete instructions are issued, no diving unless absolutely necessary is to take place where the depth is over 20 fathoms, and the time limit for remaining on the bottom at different depths is not to exceed one hour at 15 fathoms and half an hour at 20 fathoms.

Mr. Cosmo Gordon Paterson, of 31, Cambridge-square, and late of Messrs. Paterson and Simons, 10 and 11, Lime-street, died on August 14th, leaving £25,036.8.4 (exclusive of property abroad amounting to £33,375). He gave to his wife Mrs. Mary Blair Paterson £1,000 and the household effects, and during her widowhood the income from two-thirds of his property, or from one-third should she again marry. Subject thereto he left everything he should die possessed of to his children.

In a recently issued circular letter the Admiralty have directed that whenever any of His Majesty's ships meet, pass, or are passed by any vessel flying a standard of any foreign Sovereign or the President of a Republic or member of a Royal or Imperial family, they are to salute that standard, whether it be in the presence of the King, the Queen, or the Prince of Wales or not, the Royal Standard or the Standard of the Prince of Wales, if flown in the vicinity, being first saluted.

Several important naval changes are to take place early next year. It is understood that Vice-Admiral Sir C. C. Drury, Second Sea Lord, has been selected to succeed Lord Charles Beresford as Commander-in-Chief of the Mediterranean Fleet when Lord Charles takes over the Channel Fleet. Admiral Sir D. H. Boscawen will become Commander-in-Chief at Portsmouth, in succession to Admiral Sir Archibald Douglas; and Rear-Admiral F. S. Archibald, Junior Sea Lord, will follow Sir D. H. Boscawen as Commander-in-Chief of the Pacific Fleet Squadron.

Mr. A. G. Smith, the American Consul at Victoria, British Columbia, in a report to Washington, says that engineers are projecting schemes by which, if carried out, they will connect the island of Vancouver with the mainland. Plans have been prepared for the extension of the island railroad to Cape Scott, the extreme north of the island, and the bridging of Seymour Narrows. The scheme proposes a series of bridges from island to island. The longest span, from Valdez island to rock, would be nearly 1,000 feet in length. It is estimated that the cost of this series of bridges would be about £3,800,000, to be paid for by Dominion funds.

Immense damage was done last month by the fire which broke out in the Rue Oberkampf in Paris at the arms factory of Messrs. Bariquand, well known as manufacturers of quick-firing guns. The building was practically destroyed, and M. Bariquand declares that the loss amounts to something like £300,000. Eight hundred workmen are thrown out of employment as a result of the fire. The fire started in a piano factory, from which it spread to the machine shops of the Bariquand works, the arms factory escaping. The piano factory and machine shops are almost entirely destroyed. A workman was partially suffocated by the smoke, but was rescued in time. A fireman was also injured.

The report to be presented at the statutory meeting of Pahang Consolidated states that the total number of Ordinary Shares of 5s. each allotted is 464,000, of which 50,000 have been allotted as fully paid to the Malay Exploration Syndicate (Limited) or its nominees, in accordance with the contract dated July 9th, 1906, with that syndicate, in consideration of the obligations assumed by them in the underwriting of 54,500 Preference Shares remain to be allotted as fully paid to the Pahang Corporation (Limited) and the Pahang Kabang (Limited), or their respective nominees, under the agreement of May 30th, 1906, as representing the purchase price of the properties and undertaking of those companies respectively; and 36,000 Ordinary Shares remain to be allotted as fully paid to the Malay Exploration Syndicate (Limited), or their nominees, in consideration for the property to be transferred by them to this company. The total amount of cash received by the company in respect of the said 414,000 shares issued for cash is £27,642.

The marriage arranged between Major Marker, D.S.O., Coldstream Guards, and Miss Beatrice Jackson was to take place at the Guards' Chapel, Wellington Barracks, on November 21st.

The Mercantile Marine Service Association has been informed that the Hall Line have decided to increase the pay of the officers in their service. Messrs. Elder, Dempster, and Co., T. and J. Harrison, H. Fernie and Sons, and the Asiatic Steam Navigation Company have also recently granted increased pay to their officers.

HOCKEY.

This afternoon, on the Club Ground, at 4.45 p.m. sharp, the following will represent the Club, playing in colours against H.M.S.S. *Kent, Tamar, and Destroyer*: Rev. C. G. Seale, E. Gaster, C. P. Chater, T. C. Vernon, A. B. Ogilvie, F. E. C. Master, H. G. C. Bailey, P. P. J. Wedehouse, W. W. G. Ross, A. N. ther, and L. G. Bird (Captain).

THE WEST KENTS.

The Royal West Kents, who have made such a good reputation during their stay in Hongkong, left yesterday by the troopship *Sunder* for Singapore, where they will remain for some time. The embarkation was commenced early in the morning and continued till noon, the ship leaving after 11 a.m. As many as 16 officers and 588 non-commissioned officers and men were on board, while women and children considerably added to the total number of passengers.

PRESENTATION TO BANDMASTER MCKELVIE.

Bandmaster McKelvie, who was a popular and welcome personality at most functions in Hongkong, was not allowed to depart from the Colony without some tangible expression of the esteem in which he is held by the community and appreciation of the pleasure which he and the band of the Royal West Kent Regiment have given for a considerable time. Yesterday Sir Francis Pigot and several local gentlemen went out to the transport *Sunder* and presented the genial bandmaster with a handsome silver cup. The ceremony was a hurried one, but it was none the less interesting. Sir Francis addressing Mr. McKelvie, said:—We could not let you go away without giving you some memento to show our appreciation of your services and the pleasure you have given to the community. You have given much pleasure to others and we hope you will always have pleasant recollections of your stay in Hongkong. Mr. McKelvie, in reply said:—Thank you very much. Whatever we have done in giving pleasure to others has been a pleasure to ourselves.—Good-bys were said and the launch cast off.

MACAO.

(FROM OUR CORRESPONDENT).

November 27th.

Sanhor Amador Gentil da Menezes, the new *Exercido da Fazenda*, is already proving too diligent an official for some people. He happened to notice four or five pounds of salt in an unlicensed shop, and had the man fined. The Chinese doctors are also alarmed by a request to pay income tax, for which it seems they have not been asked before.

STREET LIGHTING.

At last our streets are fairly well illuminated by electricity.

BAD SOLDIERS.

Two gross assaults by soldiers are reported, one an indecent attack on a blind woman, and the other causing an elderly man to require hospital treatment. The delinquents have not been traced.

DELAYED MAILS.

There is complaint that the *Honam* mails arriving on Sundays are not delivered till late on Monday evening. This is disgracefully slow, and the director of our Post Office ought to be aroused.

EXTRAORDINARY SUFFRAGIST DEMONSTRATION.

The Central Hall of the House of Commons is the latest meeting-place selected by the militant women suffragettes of London, and their choice naturally resulted in some extraordinary scenes being witnessed at Westminster on the opening day of the session. Some 30 ladies succeeded in gaining admission to the Stranger's Lobby, and when, after interviewing several members, they were informed on behalf of the Prime Minister that it would be impossible to deal with the question of women's suffrage in the present session, then the mischief began. Suddenly a number of the women ascended the seats placed in the hall for the accommodation of visitors, and began to sing. "Votes for women!" "We demand our rights!" "We won't be slaves!" they shouted, at the same time displaying a white banner bearing similar inscriptions. This was certainly not to be tolerated within the sacred precincts, and as the suffragettes refused to leave or to desist, the whole force of available police were soon engaged in hustling and carrying valiant, excited, and struggling ladies in the street, while a number of members looked on at the extraordinary scene. Some peers passing through St. Stephen's Hall on their way to the House of Lords, came in particularly for the venom of the suffragettes. "You grinning creatures!" hissed the women, between their teeth, while the men who followed the movements of the police were characterized as "Cowards!" or "You drunken cowards!" some being asked "Why don't you go home and support your wives, you dirty wretches?" Even when they had gained the street the "ladies" did not desist, and a number of them were taken to the police station and charged with disorderly conduct. The demonstration is not likely to advance the cause of women's suffrage.

TELEGRAMS.

(“DAILY PRESS” EXCLUSIVE SERVICE.)

MR. BALFOUR AND SUFFRAGETTES.

LONDON, November 28th.
A political sensation has been caused by the Ex-Premier, Mr. Balfour, expressing himself as in favour of women's suffrage.

THE EDUCATION BILL.

LONDON, November 28th.
The Premier, Sir Henry Campbell-Bannerman, is in favour of a settlement of the Education Question by means of an arrangement between the two Houses of Parliament.

THE PRIMATE ILL.

LONDON, November 28th.
The Primate, the Rt. Hon. and Most Revd. R. T. Davidson, is down with influenza.

(REUTERS' SERVICE.)

MOROCCO.

LONDON, November 28th.
It is announced that the Franco-Spanish action will be confined to Tangier and its vicinity, and will apparently be largely directed to restoring the authority of the Sultan, which has been usurped by the brigand Rasilhi.

Owing to the threatening attitude of the natives, several Europeans have been obliged to abandon their villas outside Tangier.

THE NEUTRALITY OF NORWAY.

LONDON, November 28th.
The Berlin *Tagblatt* states that King Hakan has circularised the Powers, asking for a guarantee of Norway's integrity. Russia, France and Germany have already assented.

THE LATE INSUBORDINATION OF STOKERS.

LONDON, November 28th.
At a Court-Martial at Portsmouth, Monday, the ringleader of the stokers, was sentenced to five years' penal servitude.

RUSSIA.

LONDON, November 28th.
General Davidoff has been the victim of a bomb outrage at Theodosia. The General escaped unhurt. The assailant was captured.

TWIN-BORN.

Long, long before the Beginning was,
Before woe, Lillith or woman Eve,
A mother gave to the world two sons . . .
And slowly the Fates began to weave.
Blue veins, blue eyes that were depths of Heaven,
And hair of glorious gold above
Red, smiling lips that foretold all joys.
The mother murmured, "His name is Love."
The mother looked on her second-born,
And "Ah," she whispered, "must this be?"
"Thing be?"
His eyes were grey as the depth of dreams . . .
"His name is Pain," she said wearily.
And later, when that the time was come
For Life's beginning, and man were made,
She led the two into light of day.
"So choose your different paths," she said.
But Pain stepped close to his brother's side,
A shade had fallen across the sun,
The blue eyes looked into those of grey,
And Love said softly, "Our ways are one."
Pall Mall.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 28th at 11.35 a.m.—The barometer has fallen rapidly over E. Japan, owing to the depression which is now moving into the Pacific to the North of Hokkaido.
It is followed by another depression over N. China, where the barometer has again fallen considerably.
Pressure is still highest over the Yangtze valley.
The monsoon will moderate in the Formosa Channel, but continue to blow strongly over the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood { N.E. winds, moderate; fine.
Formosa Channel . . . { N.E. winds, fresh.
South coast of China between Hongkong and Lamoeks { Same as No. 1
South coast of China between Hongkong and Hainan. { Same as No. 2

LATEST STEAMER MOVEMENTS.

The str. *Munster Castle* sailed from New York on Nov. 8th for China and Japan.
The Boston S. S. Co.'s str. *Shawmut* arrived at Victoria on 19th Nov., and str. *Tremont* sailed from Hongkong 27th Nov.
The H.A.L. str. *Amelia* left Singapore on the 27th Nov., p.m., and may be expected here on or about the 3rd Dec.
The C.P.R. str. *Empress of India* arrived at Kobe at 10 p.m. on Tuesday, the 27th inst., and left again at 2 a.m. on Wednesday for Yokohama, where she was due to arrive at midnight on Wednesday, the 28th inst.

SUPREME COURT.

Wednesday, November 28th.

IN ORIGINAL JURISDICTION.
BEFORE MR. A. G. WISE (PUISSE JUDGE).

PROTRACTED LITIGATION.

In the action Chan Wo, who possesses several aliases, and others against Chan Yau and others Mr. H. E. Pollock, (instructed by Mr. C. F. Dixon, from the office of Mr. J. Hastings) appeared for plaintiffs and Mr. M. W. Slade (instructed by Mr. F. P. Holt of Messrs. Braddon and Holt) appeared for defendants.
Mr. Pollock stated that the plaintiffs' claim was for \$1,258, a portion of a sum of moneys which were paid by a man called Mai Chan in settlement of Original action 73 of 1886 and 48 of 1887. In the former action the Wa Hing Leung firm obtained judgment against the Wa Tai firm for \$7,127. Consequently on that judgment and with a view to enforcing it, the Wa Hing Leung attached through the British Consul at Canton and through the Chinese authorities certain properties belonging to Mai Chan in satisfaction of that debt on the ground that he was a partner in that firm. As a counterblast Mai Chan brought the action 48 of 1887 against the Wa Hing Leung, asking for an injunction and \$15,000 damages in respect of the attachment of his property, asserting that the attachment had been obtained by some false representation. A considerable time afterwards, in October 1903, the two actions were settled by Mai Chan paying into Mr. Erutson's hands the sum of \$12,000. While the amount at stake in the present action was not large, the principle question was the terms of the agreement come to between the plaintiffs and the retiring partner of the Wa Hing Leung.
Mr. Pollock then called witnesses who gave evidence as to the agreement.

POLICE COURT.

Wednesday, November 28th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

ALLIED LARCENY.

Lai Yun, unemployed, and Han Chuk-mun, complainant's houseboy, were charged with the larceny of a marble clock and other articles to the value of \$81 from Mrs. Fraser's residence at 10 Bonham Road. Valuables from the house in question are said to have been disappearing for some time. A watch was not, and the second defendant was caught in the act of passing articles through a window to the first, who was charged later with retaining from banishment.
The hearing was remanded for a week.

WOULDN'T FACE THE JOSS.

Chung Sheng was proceeded against by Sergeant Mackay of Aberdeen, for obtaining \$350 by false pretences from the master of a salt junk.

It is alleged that defendant got the money from the complainant to come to Hongkong and purchase a quantity of cloth on his behalf. He told the latter to wait his return, but was not seen again until some days afterwards when complainant found him making a bargain for the purchase of salt fish. He questioned defendant about the cloth, but the latter pretended to know nothing about it. Then complainant asked for the return of his money, which Chung Sheng denied having received. The complainant asked him to make a denial before the Joss in the temple; the defendant refused, and in consequence was arrested.

His Worship was not satisfied with the evidence, and discharged defendant.

ALLIED MANSLAUGHTER.

The hearing of the charge, preferred against an Indian named Golan Sher, of the manslaughter of a Chinaman at Kowloon, was concluded.
Corroborative evidence and evidence of arrest having been taken, his Worship committed the defendant for trial at the Criminal Sessions.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

AN ARREST COINCIDENCE.

Constable Downie proceeded against the owner of the Taiipo passenger launch *Yeung Hui* for having no certificated coxswain on board. The man, it appears, was absent from his post without leave.
His Worship imposed a fine of \$25.

CROWN AGENTS AGAIN.

Commercial Intelligence learns that another attempt is to be made in the forthcoming session of Parliament to induce the Government to grant that long delayed but urgently needed enquiry into the methods of the Crown Agents for which we have pleaded again and again. The question is one which resolves itself into two straightforward issues:—
(1) Ought the Crown Agents to be responsible to Parliament or not?
(2) What advantage can there be in maintaining a veil of secrecy over the doings of the Crown Agents?

At present, owing to the fact that the fees charged by the Crown Agents more than cover the expenses of the office, it is not necessary to come to Parliament for a vote, and the administration of the office can only be discussed by a side wind. Members ought to be accorded an opportunity of bringing to the notice of the House not only the grievances of the Colonies which are saddled with the wasteful expenditure of the Crown Agents, but the legitimate grievances of British manufacturers, who are either unable to get on the Crown Agents' "List," or, being on it, are not invited to tender when contracts are being awarded for goods which they make. We maintain that there is no good reason why the Crown Agents should not adopt the same system as public authorities—that is, invite open tenders and publish the results. If the Crown Agents have nothing to conceal, what advantage can there be in creating the very general impression that an unworthy motive prompts their strangely secretive attitude?

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, October 26th.

A TRIBUTE FROM HONGKONG.

Large crowds gathered in the beautiful Square on Sunday afternoon to view the decoration of the Nelson Column in celebration of the 101st anniversary of Trafalgar. Great fountains of oak foliage were suspended from the base of the monument to the plinth, and encircling the column were several bands of the same leaves. The Union Jack, and the St. George's, St. Andrew's, and St. Patrick's Crosses figured prominently among the devices, and were picked out in various-coloured flowers on a background of shields of herald. It was the shield facing Pall Mall that I discovered to be the tribute from Hongkong. Suspended above the tablet commemorating the victory of St. Vincent, this large device was inscribed "To the memory of Nelson, From the Hongkong branch of the Navy League." Reading against the plinth was a large black anchor sent last year by the Chinkiang branch of the League in commemoration of the centenary of Trafalgar.

Captain Tachibana, of the Japanese Navy, was among those present at the Trafalgar Day banquet, at which the president, Admiral Sir E. R. Fremantle, said he was glad to think the *navis* of the League was thoroughly justified.

THE CHINA ASSOCIATION.

The annual dinner of the members of this important body is to be held in the Whitehall Rooms, of the Hotel Metropole, on Tuesday, the 6th prox. In view of the many important questions which have arisen in the Far East during the past twelve months there is not much doubt that the after dinner speeches will contain matter of unusual interest, and we may expect to hear something in regard to the action of the Government concerning the administration of the Chinese Customs, and of the anti-foreign obstructions of the Young China party to British railway and mining concessions. The Association is determined to impress upon the Government the desirability of dealing firmly with these important questions, and any indication of the policy likely to be pursued will be welcomed by residents in the Far East.

MERCHANT SHIPPING BILL.

In a previous communication allusion was made to British tonnage statistics in regard to the adjustment of lead lines to allow of deeper loading in British vessels. A good many complaints have since been reported by the Merchant Service Guild tending to show that masters and officers dislike the deeper loading permitted under the new lead line rules. It is true that the complaints appear to have been made more on the score of comfort than of safety, and it is doubtful whether their representations will meet with the desired effect. It must be remembered that Board of Trade surveyors in assigning free boards have power to take into consideration the age of docks. If, therefore, by reason of corrosion the decks or beams are below the standard set up by Lloyd's Register, the benefit of the new regulations to which the owners would otherwise be entitled may be denied.

It has been thought that the Merchant Shipping Bill would provide against any preferential treatment in the matter of deeper loading, and it is unsatisfactory to find that foreign tonnage is not, after all, to be put on the same level as British vessels. It has been pointed out by a well-known writer on marine matters, that if a British steamer comes into a home port and a calculation of the coal consumed on her voyage shows that her coal must have been submerged at the port of sailing, her shipper is liable to a heavy penalty, but in the case of a foreign ship arriving at a British port she may steam to her wharf after being overladen throughout the voyage and the master not be liable to any penalty, provided he makes the load line satisfactory through the emptying of the bunkers at the time of arrival. In view of the promises of the Government on the subject this preferential treatment is inexplicable. The Bill is again before the Commons and it is possible that amendments may be made. If not some of the British ships from China are going to be severely handicapped in the home trade.

BACK TO CHINA!

The only way is back to China, say the people of the Transvaal in regard to the much debated labour problem. What will happen during the next few weeks is very uncertain, but from the attitude being adopted by the Responsible and Progressive the main issue at the coming elections in South Africa will be that of Chinese labour. It is believed that an anti-Chinese majority will be returned to Parliament and in this event it is likely that the coolies will be sent back to their native land. The Progressive candidates are holding meetings on the mine premises, and threaten the employees with starvation if the Chinese are repatriated. They advocate that the importation of coolies should be stopped and that the present number should be retained pending an investigation by a Parliamentary Commission. In a two-column letter their attitude is thus expressed: "Rather native labour, rather the Chinaman even, than the scum of England or other country, who, with their equal rights, will run riot in the land, upset all calculation, and do nothing else but strike on the smallest provocation." It is almost certain that no part of the policy of the Home Government has been so anxiously scrutinized as this question of the Chinese; and nowhere does it appear that the British public is more entirely prepared to acquiesce in a bold policy of reform. No doubt if a public announcement could be made of a guarantee embodied in the Constitution that no servile condition of labour partaking of slavery will be allowed in South Africa, the whole

forces of reform would receive a fresh impetus and enthusiasm.

JAPANESE FINANCIAL COMMISSIONER.

During the past few weeks Mr. Takahashi, the Japanese Financial Commissioner, governor of the Bank of Japan, and President of the Yokohama Specie Bank, has been residing with his secretary at a private hotel in Grosvenor Square. He is a frequent visitor at the Japanese Embassy and has called at many of the leading financial institutions in town. I see that the appointment is announced of Mr. Sakata, the secretary of the Japanese Embassy in London, in succession to Mr. Minozaki Arakawa, who has left to take up the post of Envoy Extraordinary and Minister Plenipotentiary to the Republics of Mexico and Peru. Mr. Niroma, who was acting Consul-General for a few days, was at one time in the Japanese Legation at Seoul.

Amateur photographers in the Far East have excellent opportunities for securing unique negatives that may be of service in the future. When it became known that a typhoon had devastated Hon. kong illustrated journals in London accepted quite a number of prints depicting various scenes in the Colony and were anxious to obtain further photographs. There are many old China residents at home and as most of them have collected many views it is the photographer with the best pictures who secures his price. A half-plate camera should furnish acceptable views, and prints ought to be mailed at the earliest opportunity. Some of the picturesque views of the present exhibition of the Institute of Oil Painters, Mr. Montague Smith has a number of beautiful Far Eastern scenes. I have not been able to visit the galleries, but I am told that these oils are just what one has wanted to expect from such an artist, and that they certainly help to maintain the interest of a very good collection.

SANDAKAN.

(FROM OUR CORRESPONDENT.)

GOOD SPORT.

Lord Bernard Gordon-Lennox and Capt. C. L. P. Bellamy are returning to you by the steamer *Rajah*, having concluded their sporting expedition down here. The former has had very hard luck in that his trip has been almost entirely marred by the attack of eczema he has suffered from here. He is now, however, better, but probably goes home without delay.

Capt. B. Thorne, on the other hand, has had very good sport, and returns with the land, some bag of one bull elephant, and three head of rhinoceros, in addition to which he shot a female elephant—practically in self-defence—besides, also, several crocodiles, wild pigs, and smaller fry.

SHIPBUILDING.

There have been two launching ceremonies here since I last wrote you. The North Borneo Trading Co. launched a 100-foot lighter for the British Borneo Exploration Co., of Kudat, early in the month, and the China-Borneo Co. launched a lighter, measuring 100'x25'x13' for the Cawia Harbour Coal Co., Siliampopo, near Tawau, on the 16th inst.

We have not yet heard of any fresh orders having been booked by either of these Companies.

DE RECENT TELEGRAM.

The cross-country expedition (Tenon to Tawau) is reported to be in the neighbourhood of Mount Croagh, and their arrival at Tawau is looked for now at any time.

DANGEROUS ROCKS.

The "*Rajah*" has been loading across the Bay close by where the *Borneo* stranded, but—judging only from the fact the former steamer has still on her fore deck the boys she took over to mark the patch—was—imagine—she has not been successful in definitely locating it. If so, this will be the third attempt that has failed to "place" the rocks.

CANTON LESSEE LOSES TENDER.

The Canton Kongsi that has the Opium, Spirit, Gambling, and Pawnbroking Farms here this year has been unsuccessful in the tendering for 1907, and the Farms for the whole country have been secured by the Straits Kongsi that has the West Coast Farm, now represented by Mr. Swee Ching of Singapore.

SUMMARY JUSTICE.

There has been some little trouble at the coal workings near Tawau. Lieut. Wardrop and a small force of Police were sent down from here post-haste, and very soon got hold of the ringleaders, flogged them before the other coolies, shipped them off to gaol at Sandakan, and quietened everything down.

NEARLY £3,000,000 PROFIT.

Messrs. J. and P. Coats, Limited, the great sewing cotton manufacturers of Paisley and Glasgow, declared a dividend and bonus of 25 per cent last month.

The net profit for the year ending June 30th last, including £33,933 belonging properly to the previous year, was £2,974,088, and £1,000,000 share capital of the company has a market value of about £43,000,000.

After providing for the dividend and £1,797 for depreciation, the directors recommended the carrying forward of £700,000, and the following appropriations—Dividend reserve fund £450,000; bonus 1s. per share, £225,000; pension fund, £20,000; marine and re-underwriting, £1,000; Debenture redemption premium, £25,000.

This great trust is a combination of the businesses of Coats, Clark, Brook, and Chadwick. Its immense prosperity is indicated by the fact that since the amalgamation, in 1896, the dividends and bonuses on the Ordinary shares have ranged from 20 per cent to 50 per cent. During the ten years, therefore, the Ordinary capital has been repaid several times over.

"SHELL" TRANSPORT AND TRADING COMPANY (LIMITED).

The annual general meeting was held on Oct. 23rd at Winchester-house, Sir Marcus Samuel presiding. The chairman stated that, including the balance brought forward, there was at the credit of profit a sum of £325,962, out of which an amount had been placed to the provision for depreciation of steamers and installations, which raised this fund to £260,039. The directors had written off £10,000 from the cost and expenses of the issue of preference shares and the whole of the balance of the American expenses, and as they asked the shareholders' consent to write off out of the amount which might otherwise have been carried forward, £19,109, it would be noted with pleasure, no doubt, that this heavy call upon the company's profits would not occur. Although the £13,500 which they received less than the cost of their shares in the Petroleum Products Actien Gesellschaft should not really fall to the charge of the past year, yet they had only just been realized—yet the directors had no hesitation in adopting this course, as well as of writing off the whole of the losses in the European business ascertained to date, instead of charging four months of the loss to the current year's profits. The amount carried forward, therefore, would be £335,353. With the raising of the capital of the Petroleum Products Actien Gesellschaft to £300,000, the directors, declining to contribute this company's share necessarily lost all control in the conduct of the business, and the extremely bad results which had been attained had arisen very largely from the management of the business on the Continent, over which the board had practically no control, even though the results, showing in some places no return whatever for the oil, were only communicated to them months after the event. They thought the company would have had some redress against their co-partners for this state of things, but, considering that a bad settlement was better than a successful lawsuit, they decided to sell the shares held by this company in that company to their co-partners at par, and also to sell the latter the Panna, the Euphrates, the Turba, and the Rocklight, one of the main inducements to the company to enter the European business having been in order to obtain employment for steamers. They had subscribed and paid their third share of the additional capital which had been raised by the Asiatic Petroleum Company (Limited), owing to the natural development of the latter's business. This was an entirely satisfactory investment. Referring to the Borneo fields, he stated that the company had materially increased their shipments of kerosene as compared with those of 1905. They had also increased them to a small extent in liquid fuel, and to a very considerable extent in benzine or petrol. They had at present a stock of crude oil of 35,000 tons, against 30,500 tons last year, of kerosene awaiting shipment 19,416 against 19,784 tons, of petrol 5,233, against 4,610 tons; and of liquid fuel and residues 17,550, against 8,794 tons, or a total of 77,238 tons, against 63,633 tons at the same time last year. These stocks could have been very largely augmented had it not been for the necessity to destroy over 20,000 tons of crude oil in consequence of insufficient off-take and lack of storage. It was intended to convert the bond indebtedness of the Nederlandsche Indische Industrie en Handel Maatschappij to ordinary shares and to increase the capital to 20 million florins, this being rendered necessary by the constant expenditure demanded in order to make the oil fields profitable. He was unable to say whether the company's property in Borneo was immensely valuable, but the fact that their business depended on one territory and one refinery on a land had them favourably to consider an amalgamation with the Royal Dutch Company. Among other advantages, the amalgamation would give this company an assurance fund against any possible falling off in the production of the oil fields, and what at the board looked upon as a more probable danger—the destruction of the company's storage and refinery by fire; for in these respects the Royal Dutch Company were in an invulnerable position. The directors had naturally satisfied themselves that the proposed division of revenue, on a 4 to 1 basis, was a very equitable one, and to the Royal Dutch Company was a perfectly equitable one, which, in due course, they would be prepared to recommend for the shareholders' acceptance; but in their circular inviting the shareholders to dispose of a certain proportion of their holdings the directors were at great pains to explain that they had only so far signed an arrangement to make an agreement, and that to make the agreement they were unable to say to state that negotiations were absolutely concluded. It would easily be realized that in assets of the magnitude possessed by both companies, a most careful investigation by both sides was necessary in order that they might each thoroughly know the nature of any obligations which they took upon themselves either as attached to the concessions or in relation to the oil fields. These examinations were progressing, but the exact legal form to be adopted to give effect to the agreements arrived at had not yet been decided, and it presented considerable difficulties. By holding 60 per cent of the shares in the middle companies the control of the business would pass, in fact, into the hands of the Royal Dutch Company, and it was absolutely necessary that that company should hold a substantial stake in this company. Hence the board had agreed to provide 500,000 shares at 30s. per £1 share ex dividend for the current year. He hoped the shareholders would feel that Messrs. M. Samuel and Co. had acted in a liberal spirit by giving the preference shares to the holders of disposing of any interest which they might desire to realize, while themselves undertaking to supply the necessary number of shares to enable the amalgamation to go through. One of the conditions of the agreement was that the Shell Company should provide £200,000 of fresh working capital for the combine, the Royal Dutch Company contributing £200,000. They would have to raise further capital to do so if the directors were to distribute a dividend the amount which the company had earned in 1906, and the Royal Dutch Company had made the reasonable stipulation that the distribution for this year should be limited to 5 per cent. Should the agreement go through on the lines suggested, the interests of the preference shareholders had been carefully guarded; they would form for ten years at least the first charge on the entire profits of the amalgamated companies and subsequently on this company's own proportion. As they would in any case have had to spend over £200,000 in erecting a warehouse and creating facilities for utilizing the valuable properties of their Borneo oil, there was no loss of property for them in £200,000 of the working capital mentioned for the combine. The year 1906 had been a most prosperous one so far, and although the directors only proposed to distribute on January 1st next an interim dividend at the rate of 3 per cent per annum, they had the greatest hope that, when accounts were made up and presented for 1906, should the amalgamation with the Royal Dutch Company not be completed, they would be able to recommend a further dividend for the year. He concluded by moving the adoption of the report Mr. A. V. D. Best seconded the motion. The chairman, in answer to questions, stated that the

agreement referred to was to come into force on January 1st next. The number of shares placed by the shareholders at the directors' disposal at present was 6378, not many towards the 500,000 mentioned. The motion was carried unanimously.

A WORLD LINK.

RAILWAY TO BE BUILT UNDER BEHRING STRAITS.

The *New York Sun* states that the scheme for the construction of an inter-Continental railway connecting the two hemispheres via a tunnel beneath the Behring Straits was incorporated last month at New Jersey.

The company is to be known as the Trans-Alaska-Siberian Railway, and will have a capital of £1,200,000.

M. Delobel, of Paris, is one of the incorporators, and it may be remembered that some months ago a commission was appointed by the Czar of Russia to consider M. Delobel's suggestion.

M. Loicq Delobel has had the idea of this railway in his mind since 1883, when he visited Alaska.

The total length of railway necessary to link up the existing systems of Asia and America, and thus place New York in direct communication with Paris by railway, is 5,000 miles—namely, 3,800 miles in the Siberian side of Behring Straits, and 1,200 on the Alaskan side.

THE KOPENICK SENSATION.

BOGUS CAPTAIN ARRESTED IN BERLIN.

The man who, by means of a second-hand uniform, a forged cap, and a confident demeanour, so played upon the credulity of soldiers, police, cashiers, and clerks that he was able to rob the Kopenick municipal treasury of £250, and had the mayor and cashier conducted under escort to Berlin, was arrested by Berlin detectives in the Lange Strasse, in the eastern district of the city.

He is a shoemaker, named Voigt, of Tilsit, and has already served several terms of penal servitude.

The detectives who had charge of the case had succeeded in tracking Voigt to a house at Kienhorst, a suburb of Berlin, but when they arrived there they found he had gone.

However, it was not long before they discovered that he was living in another house in the same suburb. Thither they went with all speed, and arrested Voigt, whose identity with the Kopenick swindler they say is proved.

The news of the arrest was quickly distributed to interested circles in special editions of the newspapers.

The fact that the much-talked-of hero of Kopenick is only a cobbler has greatly increased the general mirth caused by the affair. Voigt is fifty-seven years of age, and has spent nearly half of his life in prison. He has been convicted three times for theft and once for forgery, when he was condemned to seven years' penal servitude. His last sentence was one of fifteen years' penal servitude for robbing a police-carriage safe. He was released last February, and came to Berlin in July.

His identity with the Kopenick swindler was established by means of a photograph which the police obtained, showing him with a beard and in the same dress as he wore when he purchased an old clothes dealer's shop in Potsdam, the uniform in which he carried out his famous coup. Voigt has made a full confession.

AGORAPHOBIA.

In the current number of the *Lancet* a well-known mental specialist tells a story of a remarkable cure which came within his experience. His patient, an elderly man, was suffering from nervous disorder, including agoraphobia, which may be roughly described as a dread of open and exposed spaces. In going to and from his office, he would sneak through all the alleys, courts, lanes, and narrow streets he could make use of. When he came on a wide street he was seized with panic—reasonless, groundless panic, that he knew to be needless and groundless. He had to take a bus or if the street was not very wide, he might get through it by holding on to a cart, or in going to and from his office, he would sneak through all the alleys, courts, lanes, and narrow streets he could make use of. When he came on a wide street he was seized with panic—reasonless, groundless panic, that he knew to be needless and groundless. 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NOTICE.

Communications respecting Advertisements, Subscriptions, and other business matters should be addressed to the Manager, and should be sent to the office of the Daily Press, only, and not to the office of the Press.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Colon, A.B.C., 5th Ed. 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

NEW ADVERTISEMENTS

ST. JOHN AMBULANCE ASSOCIATION

D. R. KOCH will deliver a Course of Lectures on "FIRST AID" at St. Paul's College on FRIDAYS at 5 P.M., commencing on December 5th next.

Any ladies intending to join the Class are requested to send in their names to me as soon as possible.

FRANCIS CLARK,
Hon. Secretary.

Hongkong, 29th November, 1906. [2187]

KWONG TAI LOY.

RATTAN FURNITURE BAMBOO BLINDS, TENSION CHAIRS, JAPANESE AND SINGAPORE BLINDS, MATTING of all Colours and JAPANESE GOODS of all Descriptions. No. 16, QUEEN'S ROAD CENTRAL, HONGKONG. [2188]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On SATURDAY, the 1st December, 1906, commencing at 11 A.M., at his SALES ROOMS, Duddell Street, (Removal from Messrs. FAIRALL & Co's)

A QUANTITY OF DRESS MATERIAL, CHIFFONS, VELVETS, SILKS, SATINS, BLOUSES, LACE ROBES, SILK BLOUSES, LACE TRIMMINGS and INSERTIONS, LACE SCARVES, FUR BOAS, LACE COLLARS and SOCKS, CASHMERE HOSE, GLOVES, CORSETS, &c., &c., &c.

A Quantity of ENGLISH, FRENCH and AMERICAN SHOES.

Also A Selection of MANTLES and COATS (slightly damaged by water).

TERMS—As Cash.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 29th November, 1906. [2159]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND," Captain Matovich will be despatched as above on about THURSDAY, the 27th December. This Steamer has special accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 29th November, 1906. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 30th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Pills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th November, 1906. [18]

NOTICE TO MARINERS.

No. 275 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL—APPROACH TO THE YANGTZE.

CHANGES IN THE POSITIONS OF THE TUNOHA AND KIUTOAN LIGHT-VESSELS.

REFERRING to Notice to Mariners No. 271 (Special), NOTICE IS HEREBY GIVEN that the "TUNOHA" and "KIUTOAN" Light-Vessels have been shifted as follows:—

The "TUNOHA" is now moored in 17 feet at Low Water of Spring Tides, 0.6 of a mile S. 42° 12' W. from her former position.

The "KIUTOAN" is now moored in 27 feet at Low Water of Spring Tides, 0.4 of a mile N. 32° E. from her former position.

CAUTION.

Vessels must now pass to the Southward of both above named Light-vessels.

All Bearings given are Magnetic.

T. J. ELDRIDGE,
Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 16th November, 1906. [2150]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1906. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 27th July 1906

AUCTIONS

PUBLIC AUCTION.

AT the SALES ROOM of the Undersigned, No. 8, Queen's Road Central, TO-DAY (THURSDAY), the 29th November, at 2.30 P.M., HOUSEHOLD FURNITURE, comprising—BEVELLED and PLAIN GLASS WARDROBES and SIDEBOARDS, MARBLE TOP ROUND TABLES and WASHSTANDS, DRESSING TABLES and OVERTABLES, TABLES and DESKS, BEDSTEADS, COTS, RUGS, FRAMES, &c.

And A Lot of MISCELLANEOUS GOODS. Terms—As usual. Catalogues will be issued. C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Hongkong, 28th November, 1906. [2178]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 30th November, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Des Vaux Road and SUNDY VALUABLE HOUSEHOLD FURNITURE, comprising—

TEAKWOOD WARDROBES and SIDEBOARDS with BEVELLED GLASS, TEAKWOOD BOOK-CASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY-COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

Also A Large Assortment of CANTON CARVED BLACKWOOD WARE, CARPETS, &c., &c., &c.

One SEMI-GRAND and One CITTAZ PIANO. Terms—As usual. HUGHES & HUGH, Auctioneers. Hongkong, 29th November, 1906. [2173]

INTIMATIONS

WANTED.

FOREIGNER in High Position Wants BOARD AND RESIDENCE in Good English Family. Address "M." Care of "Daily Press" Office. Hongkong, 29th November, 1906. [2176]

HONGKONG JOCKEY CLUB.

NOTICE.

ST. ANDREW'S STAKES to be run for on SATURDAY next, 1st December, 1906. Open to all Subscribers of this Season 1906-7. Distance Half a mile, weight 10 Stone, 7 lbs. Native Riders allowed. Entrance Fee \$10 to go to the Winner. Second Pony to save his stake. The Saddle and Saddle cloth will be run at 7 o'clock A.M. and the Race will be started at 7.30. By Order, T. F. HUGH, Clerk of the Course. Hongkong, 26th November, 1906. [2163]

HONGKONG JOCKEY CLUB.

MEMBERS desirous of renting accommodation at the RACE COURSE for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th inst.

By Order, T. F. HUGH, Clerk of the Course. Hongkong, 21st November, 1906. [2135]

HONGKONG ST. ANDREW'S SOCIETY.

SCOTSMEN are invited to subscribe to the ST. ANDREW'S BALL to be held in the CITY HALL, at 9 P.M. on FRIDAY, the 30th inst.

For particulars please apply to—W. ARMSTRONG, Hon. Secretary. Care of Butterfield & Swire. Hongkong, 23rd November, 1906. [2145]

"SAM CHAR" MINE, KWONGSI PROVINCE.

IT IS HEREBY NOTIFIED that His EXCELLENCY CHEONG, who in the past eighteen months has expended about \$10,000 on the above named SAM CHAR MINE in the Kwan Yau district of the Province of Kwangsi, and had several times by advertisement in the newspapers publicly invited offers for the property and all the rights therein, has resigned the management and transferred all rights and interests in the above-named Mine to Messrs. CHAN CHIT TING and HO SZE KI and others who are willing to provide the necessary Capital for the Working of the Mine. Twelve regulations for such transfer have already been drawn up and mutually signed by the above-named Parties.

It is HEREBY FURTHER NOTIFIED that the Members of the Directorates, Committees and the Shareholders in the WAH HING and PO HING Companies by whom the Mine has successively been owned, may inspect the regulations and all other particulars of the transfer on application to the Yu Wo Fat Firm, No. 227, Des Vaux Road West, Hongkong, or to the CANTON-AMOI RAILWAY Office, in Tsing Hoi Moon Street, Canton, on any day prior to the 22nd day of this Month, on which date the New Company will assume the management of the said Mine, and no claims and objections on the part of parties interested in the above-named WAH HING and PO HING Companies can thereafter be entertained.

Signed on behalf of the Shareholders, PO HING COMPANY.

The 8th day of the 10th Moon, 32nd year of Kwongai.

NOTICE.

WE have Established Ourselves To-day under the Firm Name

ULDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER. Offices 1 & 2, Beaconsfield Arcade. Hongkong, 15th October, 1906. [1919]

LADIES and GENTLEMEN, COME and SEE OUR FINE ASSORTMENT OF TOYS.

Do not lose this Golden Opportunity! Best Goods, Cheap Prices.

H. HIPTOOLA & Co., 13 and 15, D'Agular Street. Hongkong, 26th November, 1906. [2161]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1906, of FORTY CENTS per Share, will be Payable at the Hongkong and Shanghai Bank, Hongkong, on and after WEDNESDAY, 28th November, 1906, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.

The REGISTER OF SHARES will be CLOSED FROM MONDAY, the 26th instant until FRIDAY, the 30th instant, both days inclusive, during which period NO TRANSFER OF SHARES will be effected.

JOHN D. HUMPHREYS & SON, Secretary. Hongkong, 22nd November, 1906. [2123]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1641/1643 for SIXTY SHARES numbered 1637/1639 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Queen's Road Central, Hongkong, before the 30th November 1906, New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void.

THOS. F. ROSE, Secretary. Hongkong, 31st October, 1906. [2097]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4639 for TWENTY-FIVE SHARES numbered 150426 to 150450, Fully Paid-Up, standing in the Register in the name of BENJAMIN ROPER BRANCH of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 3rd November, 1906. [2038]

FOR SALE

FOR SALE OR HIRE. STEAM LAUNCH, 15 Tons Register Net, 59 Feet Long, Built in 1905. For Particulars, apply to—

ATAKA & Co., 1st Floor of Chartered Bank. Hongkong, 24th November, 1906. [2155]

FOR SALE.

3 WOODEN LIGHTERS. Length 89' 0" Breadth 24' 0" Depth 9' 6" Capacity 330 tons. Complete for delivery within 5 weeks from this date. Plan, Specification and Particulars from C. E. WARREN & Co., 30, Des Vaux Road, Central, and HO CHONG WO & Co., 51 & 53, Connaught Road, Central. Hongkong, 6th November, 1906. [2049]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered 62 feet long, in Very Good Condition. Apply to—

CARLOWITZ & Co., Hongkong, 2nd November, 1906. [2027]

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1861 to 31st DECEMBER, 1915, extending from the 1st YEAR OF THE 75th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 32nd YEAR OF TUNG CHI TO THE 32nd YEAR OF KWANG SUI.

PRICE \$2 CASH. On Sale at the Hongkong "Daily Press" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. [1841]

TO LET

TO LET.

FOUR-ROOMED HOUSE on Praya East near East Point. Apply to—

JARDINE, MATHESON & Co., Hongkong, 27th November, 1906. [2163]

TO LET.

NO. 4, DES VEAUX Road, Ground Floor, lately vacated by Madam Jay, suitable for Banking or other Offices, including a Strong room and out-houses.

Dwelling House with out-houses. No. 5, QUEEN'S ROAD, "VICTORIA BUILDINGS" 2nd Floor, suitable for Offices.

No. 1, ROBINSON ROAD, "FAIRVIEW" consisting of Six Rooms, very pleasantly situated, with large Servants' Quarters.

Apply to—DAVID SASSON & Co., Ltd. Hongkong, 8th November, 1906. [2090]

TO LET.

OFFICES in KING'S BUILDING and YAK BUILDING. No. 2, HILLSIDE, THE PEAK. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Cadzuit Road.

A HOUSE in RIFON TERRACE. FLATS in MORETON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. [1524]

TO LET

TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo. Floor Area 6,100 square feet.

Apply to—JARDINE, MATHESON & Co., Hongkong, 16th October, 1906. [1922]

TO LET.

FURNISHED BEDROOM and Board for Single Gentleman with an English Family in Private House on the Upper Levels.

Apply—Care of "Daily Press" Office. Hongkong, 27th November, 1906. [2169]

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE" having 25 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—E. M. HAZELAND, No. 35, Queen's Road Central, or to WING-ON, Contractor, No. 31, D'Agular Street. Hongkong, 19th July, 1906. [1436]

TO LET.

"BROCKHURST" PEAK.

"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club. No. 3, CAMERON VILLAS, PEAK. No. 7, DES VEAUX VILLAS, PEAK. No. 4, CONDUIT ROAD. No. 3, ARBUTHNOT ROAD. No. 73, WYNDHAM STREET. BEACONSFIELD ARCADE, Fine Shops and Dwelling Houses.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Callibek MacGregor). No. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor (over Achel). BELILIOS TERRACE HOUSES, ROBINS ROAD.

TO LET OR FOR SALE, NEW HOUSE on MOUNT KELLET, Five Rooms, on Rural Building Lot No. 117.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 2nd November, 1906. [2028]

TO LET—AT KOWLOON.

NO. 3, LYEE MOON VILLAS, A Five-Roomed House with joint use of Tennis Court. Possession from 15th November next.

Apply to—"LYEE MOON," Care of "Daily Press" Office. Hongkong, 17th October, 1906. [1927]

TO LET ON LEASE.

FROM 1st JANUARY, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD. Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.

Apply to—ARRATON V. APCAR & CO., 45, Wyndham Street. Hongkong, 24th October, 1906. [1967]

TO LET.

NO. 52, CAINE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 18, McDONNELL ROAD, "TANG YUEN." Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 13th November, 1906. [2087]

TO LET.

2ND FLOOR No. 12, Queen's Road Central. SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon.

Apply to—LEIGH & ORANGE, 1, Des Vaux Road. Hongkong, 1st June, 1906. [501]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 8th June, 1905. [180]

TO LET.

With Possession on the 1st January, 1907.

A NINE-ROOMED HOUSE with Office and Godown, on the British Concession, Shamsen—Canton.

Apply to—"D." Care of "Daily Press" Office. Canton, 3rd November, 1906. [2037]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same place apply to—

C. H. GRACE, Secretary. Hongkong, 28th May, 1906. [1155]

TO LET.

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 18th June, 1906. [1270]

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1906. [79]

TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental.

Apply to—SPANISH PROCUATION, Hongkong, 11th October, 1906. [1892]

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS. Gold \$10,000,000. CAPITAL PAID UP. Gold \$3,250,000. RESERVE FUND. Gold \$3,250,000.

HEAD OFFICE: New York. LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND (LIMITED). THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905
£17,837,119.

- I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 3,388,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 311

THE GLOBUS INSURANCE COMPANY. OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & CO.
Hongkong, 19th August, 1906. [1585]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. 29

HONGKONG

BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 4, Queen's Road Central, Hongkong.

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Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.
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GREGOR & CO.,
Wine and Spirit Merchants.
19, Queen's Road Central, Hongkong.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905 45

A. LING & CO.

FURNITURE STORE.
PLATED GLASS AND CROCKERY WARE, &c., &c.; and POUGHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903 [2051]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905 [1674]

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 1759

STORAGE.

FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 32 on FRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS LEASE.
For Particulars apply to
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [183]

NOTICES TO CONSIGNEES

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"ANDALUSIA"
Captain Haase, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Nov., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd November, 1906. [2154]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"
Captain W. T. Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SUEWAN, TOMES & CO., Agents.
Hongkong, 26th November, 1906. [2171]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or s.s. *Matapan* and *Coronan*, from Havre or s.s. *Matapan*, from Bordeaux or s.s. *Ville de Marseille*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 3rd Dec., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Dec., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 27th November, 1906. [2]

FROM NEW YORK, ADEN AND SINGAPORE.

THE H.A.L. Steamship

"NUBIA"
Captain Habel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th November, 1906. [2172]

THE DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00
Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

VISITORS TO CANTON.

Should purchase
"FROM HONGKONG TO CANTON.
BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (s.s. "HAWK")
With Illustrations, Maps and Plans.

Price ... \$1.50

On Sale at—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WAUGH.
Messrs. W. BARNES & CO.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

NOTANDA PER MAE.

The mail papers contain a good deal of interest to shipping, including the following:—
It is worth noting that while the foreign tonnage visiting our ports increases at a greater rate than British tonnage, the British flag is really not doing badly after all. If account is taken of ships which enter and clear with cargo, the proportion under the British flag increased last year to 67.8 per cent, compared with 67.5 per cent in 1904. Indeed, the proportion of British ships with cargo has made steady advance during the past five or six years, and the proportion of foreign tonnage with cargo has accordingly declined. The calling of big foreign liners at our ports helps to swell the foreign tonnage, although these vessels may do nothing more than pick up or land a few passengers. Cargo carrying affords a better test.

Liverpool's scheme for the training of young officers for the mercantile marine recalls an educational enterprise of the nautical order in which the Americans some time since engaged. Their idea was to create a sort of "nautical preparatory school," so that the new recruits might be taken round the world in a full-rigged ship, and have their eyes opened to all the possibilities of the globe on which they live. It was not intended to make sailors of them, but the cadets, between the intervals of visiting the world's capital, were in part to engage in the work of the ship. The "Young America" was the vessel acquired for the purpose, and she started with some 250 youngsters on a preliminary voyage of 16,000 miles, the first call being at Leith, for Edinburgh. Unhappily, the enterprise did not turn out to be financially successful. To day all that is left of it is the germ idea.

Japanese papers publish a rather interesting correspondence which passed between Mr. S. Japanese managing director of the great Japanese shipping enterprise, the Nippon Yusen Kaisha, and the chairman of the Yokohama Foreign Board of Trade. Mr. Iwanaga seems to have been interviewed by a Japanese Press-man, and to have been reported as saying that it was the duty and the object of the Nippon Company to "check the arrogance of foreign shipowners eastward of the Suez Canal." Mr. Iwanaga says he never used the language ascribed to him, and merely stated that, in view of the support extended by the Japanese nation to the Nippon enterprise, it was the company's duty to struggle for an honourable position eastward of the Suez Canal. The Yokohama Foreign Board of Trade, in reply, observe that if the interview in question "had been less sincere in its particulars, and more informal in its manner, the remarks would not have received such serious consideration."

During the South African war a large number of steamships were fitted up as transports, which were, perhaps, not particularly well designed for that purpose. It may be noted, therefore, that the *Aztec*, which left Southampton the other day for the conveyance of drafts to India, is the latest example of the improved type of troopship. Although primarily designed for mail and passenger service, her arrangements are such as to render her post-conveniently suited to the purpose of military transport. The *Reca*, which is owned by the British India Company, was built by Denny, of Dumbarton, and her propelling machinery consists of three independent steam turbines of the Parsons' type. Never before, it may be supposed, has a turbine-driven steamer taken out drafts to India.

The sea cook, hitherto regarded with a contempt that was well merited, is to become a certificated person under Mr. Lloyd-George's Bill. In the circumstances it is pleasant to read that the authorities of the Sailors' Home, in West-street, E., are taking time by the forelock, and intend to install a thoroughly up-to-date cookery school. There have been cookery classes at the Sailors' Home for some time past, but plans have been laid whereby instruction can be given to three times as many men as formerly. The London County Council is to be the examining body in this instance. It is stated that twenty-four lessons, which can be had for a nominal charge, will make a man a good sea cook, and a cleanly one into the bargain.

It is always a problem as to how to keep steamship passengers amused. Some of the big liners have their own bands, and very good bands, too, but there are limits to human endurance, whether on the part of listeners or performers. A new idea, however, seems to have been hit upon by the Wales Navigation Company, an Italian undertaking, which has made arrangements for a cinematograph installation, designed for the delight of all classes of passengers. The only condition imposed on the contractor is that he shall supply enough films to enable the programme to be changed daily during the voyage between Genoa and Buenos Ayres. "The correct thing," which has been made arrangements for a cinematograph installation, designed for the delight of all classes of passengers. The only condition imposed on the contractor is that he shall supply enough films to enable the programme to be changed daily during the voyage between Genoa and Buenos Ayres.

The busy time experienced by the passenger lines running to British North America is reflected in a recent return of the number of passengers who left our shores for places outside Europe during the first nine months of the year. After a year when fewer than 123,000 persons sailed for Canada, compared with 135,000 during the same period in 1905. On the other hand, 270,000 sailed for the United States, as compared with 237,000. Of course, a good many emigrants to Canada go by way of the United States. Fewer people have gone to South Africa, but there is some increase in the numbers sailing to Australia and New Zealand. A curious feature is that while more Englishmen go to Canada than to the United States, far more Irishmen go to the United States than to Canada. In the nine months, 448,000 people left the United Kingdom for places out of Europe, or 73,000 more than in the first nine months of 1905.

Bordeaux next year is to have an international maritime exhibition in commemoration of the centenary of the application of steam to navigation. May is first for the opening, and November as the closing month. The exhibition buildings will be erected on the banks of the Garonne, and the enterprise will receive the official aid, not only of the French Government but of other countries. It is stated that French and foreign naval squadrons will visit Bordeaux during the exhibition period and that a variety of fêtes will be organised, to say nothing of the week's regatta arranged by the French Maritime League. Steamship companies are busy laying their plans in anticipation of a large exodus from these shores of visitors to the great wine port.

It is the misfortune of new developments that they are regarded with a certain amount of official suspicion, which often takes the shape of stringent regulations. For instance, the manufacture and use of turbines for the propulsion of ships has been the subject of a number of regulations. The Board of Trade has been likely to be hampered by the procedure required in connection with turbine installations on passenger steamers. To put it

briefly, the Board of Trade, in their very natural anxiety for the passengers, have, hitherto, exercised greater control over the design and manufacture of turbine than is the case with reciprocating engines, and a claim was put forward that the two things should be treated as far as possible on a common level. In the end the Board of Trade agreed to meet the views of the deputation, except that the material used in the construction of turbines will still be the subject of tests.

The steam tonnage belonging to the British Empire continues to show a steady increase, the total tonnage under the flag being now 9,755,263 tons, marking an addition for the year 1905 of 328,773 tons, or considerably less than the total added in the course of the previous year. The United Kingdom's share of the Empire's tonnage is 9,064,916 tons, and her contribution to the increase for last year is 312,933 tons, as compared with 352,185 tons in 1904; the various British possessions contributed 5810 tons for 1905, making the total tonnage 69,450 tons, though this increase is only about one-third of the increase shown in 1904.

The largest increase for 1905 is shown by New Zealand, with 8,904 tons, followed closely, however, by India (including Ceylon) with 8,562 tons. Canada, Newfoundland, and Australia all show slight increases but "Other British Possessions" a decrease of 6,733 tons.

The complete figures for 1905 in the case of Germany and most other European countries are not yet available, but the increase shown by the German Empire last year, which was not known until our last diagram was published, is now stated as 34,382 tons; the increase for the previous year was 117,251 tons, and in 1902, 116,390 tons. The total tonnage belonging to the Empire in 1904 was 1,774,072 tons.

The steam tonnage belonging to the United States, exclusive of that employed in the river, lake, and coasting trade, is now 661,170 tons; the increase for the year 1905 being 47,914 tons. The steam tonnage belonging to her domestic fleet amounts to 3,143,314 tons, the increase for 1905 being 39,952 tons.

Japan, with an increase of 141,923 tons for the year, now owns a fleet of foreign-type vessels amounting to 939,534 tons.

Estimates of repairs for the two vessels of the Pacific Mail Steamship Company lately ashore have been received in London, and show that in the case of the *Manchuria* permanent repairs probably cost about £50,000, and those of the *Asagaya* about £30,000. A curious result of the discussion is that as both vessels are at San Francisco, and there is only one dock at the port capable of taking a steamer of their size, the *Manchuria* is to be repaired temporarily so that she may be fit to resume her service until the *Manchuria*'s repairs are completed. It seems that the *Manchuria* can be got ready for service in about three weeks, while her permanent repairs will take, roughly, four months. The *Manchuria* on the other hand, will be kept out of service for about seven months, and this, of course, involves her owners in a heavy loss.

There is some hope, we understand, that the Eastern freight war, which has been proceeding for something like two years between the P. and O. and British India Companies on the one hand, and the Hansa Line, c. Bremen, on the other, may shortly be brought to an end.

NEW JUDGES.

His Majesty the King has been pleased to approve the appointment of Mr. Justice Buckley as a Lord Justice of Appeal, and of Mr. Robert John Parker as a Judge of the High Court of Justice.

Mr. Justice Buckley's promotion to the Court of Appeal is presumably in succession to Lord Justice Romer, whose resignation, however, has not been officially announced. The new Lord Justice was born in 1845, the son of the Rev. J. W. Buckley, for 44 years vicar of St. Mary's, Paddington. Educated at Merchant Taylors' School and Christ's College, Cambridge, of which society he was a scholar, he was elected Tanager law student in 1866, and was ninth wrangler in 1868, the year when Lord Justice Mansfield was elected, and was elected a Fellow of his college. In 1869 he was called to the Bar by Lincoln's Inn, and acquired a large practice, especially in commercial cases. His "Law under the Companies Acts," first published in 1873, reached an eighth edition in 1902. He took silk in 1886 and was elected a Bencher of his Inn in 1891. From 1893 to 1899 he served on the Bar Committee and Bar Council and in January 1900 he was appointed a Judge of the Chancery Division in succession to Mr. Justice North. In 1901 he was elected an honorary Fellow of Christ's College, Cambridge. It will be remembered that some years ago he founded a scholarship at Merchant Taylors', his old school.

Mr. Robert John Parker, who succeeds Lord Justice Buckley as a Judge of the High Court, has a traditional claim to promotion to the Bench, for he has been junior equity counsel to the Treasury since 1900. The son of the Rev. Richard Parker, rector of Claxby, Lincolnshire, he was born in 1857. He was educated at King's College, Cambridge, where he obtained Sir William Browne's medal for a Greek ode in 1878, and was bracketed fifth in the first class in the Classical Tripos of 1881, being elected a Fellow of his college in the following year. In 1880 he was called to the Bar by Lincoln's Inn, and has enjoyed an extensive practice. He will be sworn in before the Lord Chancellor at Westminster to-morrow morning.

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Hongkong, 28th November, 1906. [2177]

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Hongkong, 27th June, 1905. [43]

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27, CAIN ROAD.
Hongkong, 20th September 1905. [1751]

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1556
Hongkong, 28th November, 1906. [2180]

THE "DAILY PRESS."

ILLUSTRATED TYPHOON PAMPHLET

THE continued demand for copies of the above Pamphlet, which contains a Full Account of the Typhoon of September 18th, illustrated by 20 Photographic Views, has rendered the issue of another Edition necessary. Copies may now be obtained from the Daily Press Office or from the Local Booksellers.

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867—2

SHIPPING.

ARRIVALS.

CHITUNG, Chinese str., 29th Nov., from Canton.
 FANTEN, British str., 29th Nov., from Canton.
 General, Gibb, Livingston & Co.
 JACOB DIERCKHOF, German str., 6, 3, Henk,
 27th Nov., from Kowloon via 24th Nov.
 and Macao 27th Nov., General, Gibb, Livingston & Co.
 JOSHUA MARU, Japanese str., 29th Nov., from
 24th Nov., from Tientsin, Amoy and Swatow
 27th Nov., General, Osaka Shosen Kaisha.
 KIKURIO, British steamer, 29th November,
 from Canton.
 MEFOO, Chinese str., 1, 3, 4, J. McArthur, 28th
 November, Shanghai 25th Nov., General.
 (Chinese)
 NANCHANG, British str., 1, 2, 3, D. Graves, 28th
 November, Chefoo and Newchwang 17th
 November, General, Butterfield & Swire.
 RAJAH, German steamer, 1, 2, 3, C. Wolf, 28th
 November, Sanakan 24th Nov., Wooland
 General, Molochers & Co.
 SIAM, Danish str., 3, 4, J. H. Gorton, 28th
 November, 15th November, General, Molochers & Co.
 TIKONG, British str., 29th Nov., from
 24th Nov., from Tientsin, Amoy and Swatow
 27th Nov., General, Osaka Shosen Kaisha.
 YAKMOO, Korean steamer, 3, 4, 5, T. Ota,
 29th Nov., from Kuchino 23rd Nov., Coal,
 Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 Nov. 29th.
 HAINAN, British str., for Swatow
 Mefo, Chinese str., for Canton.
 SIAM, Danish str., for Singapore.
 TIKONG, British str., for Saigon.

DEPARTURES.

ANDALUSIA, German str., for Shanghai
 A. HERNAN, British str., for Vancouver.
 BISH THOMAS, French str., for Hongkong.
 DAKOTA, British str., for San Francisco.
 ENANO, British str., for Canton.
 GREGORY AFRIC, British str., for Calcutta.
 HANGSANG, British str., for Canton.
 HONGKONG, French str., for Canton.
 KALANG, British str., for Canton.
 NEDRA, German str., for Shanghai.
 POLYNESIAN, French str., for Shanghai.
 RAR DARA, British str., for Calcutta.
 SINGAPORE, British str., for Swatow.
 SOUTHERN, British str., for Singapore.
 TAMBA MARU, Japanese str., for London.
 WINGANG, British str., for Canton.

SHIPPING REPORTS.

The Chinese str. Mefo reports: Moderate
 N.E. breeze leaving Kowloon, freshening to
 strong breeze with high N.E. sea and clear
 weather. Moderate to light N.E. breeze ap-
 proaching Hongkong.
 The British str. Tichou reports: Moderate
 N.E. breeze leaving Kowloon, freshening to
 strong breeze with high N.E. sea and clear
 weather. Moderate to light N.E. breeze ap-
 proaching Hongkong.
 The British str. Tichou reports: Fine weather
 with light N.W. winds and slight sea was ex-
 perience from Moji to Hsienan Island. Strong
 N.E. winds with high sea and thick weather to
 Otsu; thence to Hongkong fine weather, light
 N. and N.W. winds and slight sea prevailed.

VESSELS IN DOCK.

ARRIVED DOCKS.—Indochina.
 Kowloon Dock.—Sorsogon, Montague,
 Paul Ivan, H.M.S. Kent, Hsingsan, U.S.S.
 Callao, H.M.S. Juno, Hsingsan, Chinkai Maru,
 Jacob Dierckhofs.
 CANTON DOCKS.—S.P. Bishcock.

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 Hongkong, 12th November, 1906. [2084]

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 on FRIDAY, the 7th December.
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 McEGGREGOR BROS. & GOW,
 Hongkong, 22nd November, 1906. [2147]

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 "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	About 30th inst.
LONDON & C. VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 1st Dec., at Noon.
LONDON & ANTWERP	GLENAVOX	Brit. str.	—	Woolfenden	McEGGREGOR BROS. & GOW	On 7th Dec.
MARSEILLES, AC. VIA PORTS OF CALL	ERNEST SIMONS	French str.	—	Bourdon	MESSAGERIES MARITIMES	On 11th Dec., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, AC.	SIAM	Dan. str.	—	E. W. Brown	MELCHERS & CO.	About end of Nov.
MARSEILLES, LONDON & ANTWERP	SUMATRA	Brit. str.	—	Formes	P. & O. S. N. Co.	About 5th Dec.
BREMEN, VIA PORTS OF CALL	STHONIA	Ger. str.	k.w.	Brehmer	MELCHERS & CO.	On 5th Dec., at Noon.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, AC.	C. FRED. LAEISE	Ger. str.	k.w.	Meyerdielck	HAMBURG-AMERIKA LINE	On 3rd Dec.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, AC.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINE	On 3rd Dec.
NATLES, PLYMOUTH, HAVRE, BREMEN & H'BURG	RHEINANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINE	On 3rd Jan.
TRIESTE, AC. VIA SINGAPORE, AC.	E. F. FREDERICK	Aus. str.	—	Mateovich	SANDER, WITELER & CO.	On 14th Dec.
ODessa (DIRECT)	OTTO BERG	Rus. str.	—	—	BRADLEY & CO.	About 27th Dec.
NEW YORK	PETRONIA	Rus. str.	—	—	MELCHERS & CO.	About 3rd Dec.
NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & CO., LTD.	About 10th Dec.
VANCOUVER VIA SHANGHAI, JAPAN, AC.	EMPEROR OF JAPAN	Brit. str.	2 m.	Dobronz	CANADIAN PACIFIC R. CO.	About 17th Dec.
VANCOUVER VIA SHANGHAI, JAPAN, AC.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 20th Dec., at 4 p.m.
VICTORIA (R.C.) & TACOMA VIA JAPAN	PLEIADES	Am. str.	—	F. G. Purrington	OTO KISEN KAISHA	On 9th Jan., at Noon.
SOUTH AMERICAN PORTS VIA JAPAN	KASATO MARU	Jap. str.	—	W. C. T. S. Fimmer	GIBB, LIVINGSTON & CO.	About 20th Dec.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	—	BUTTERFIELD & SWIRE	Middle of Dec.
AUSTRALIAN PORTS VIA MANILA	TRINIAN	Brit. str.	1 m.	C. Lindbergh	MELCHERS & CO.	On 1st Dec., at 10 a.m.
YOKOHAMA, KOBÉ & VLADIVOSTOCK	PRINCE GEORGE	Dan. str.	—	—	MELCHERS & CO.	On 3rd Dec.
YOKOHAMA & KOBÉ	AMERICA	Brit. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	About 3rd Dec.
TSINGTAO, NAGASAKI & VLADIVOSTOCK	CHANGHAI	Ger. str.	k.w.	J. D. Andrews, R.N.R.	HAMBURG-AMERIKA LINE	On 15th Dec.
SHANGHAI	DELHI	Brit. str.	—	—	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	KALANG	Brit. str.	1 m.	T. Suruga	BUTTERFIELD & SWIRE	On 1st Dec.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SOSHU MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINE	On 2nd Dec., Daylight.
SHANGHAI, KOBÉ & YOKOHAMA	HONGKONG	Brit. str.	k.w.	Manley	BUTTERFIELD & SWIRE	On 2nd Dec.
SHANGHAI	HONGKONG	Brit. str.	1 m.	Speiser Willie	JARDINE, MATHESON & CO.	On 3rd Dec., at Noon.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	On 5th Dec.
SHANGHAI	P. E. FREDERICK	Ger. str.	k.w.	H. Harder	MELCHERS & CO.	On 5th Dec.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	AMERICA	Brit. str.	—	—	HAMBURG-AMERIKA LINE	On 5th Dec.
SHANGHAI, KOBÉ & YOKOHAMA	NURIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 8th Dec.
SHANGHAI & JAPAN	JOSEPH MARU	Jap. str.	—	H. Oita	OTO KISEN KAISHA	On 2nd Dec., Daylight.
TAMSAI VIA SWATOW & AMOY	FUKUSHU MARU	Jap. str.	1 m.	S. Ito	OTO KISEN KAISHA	On 4th Dec., Daylight.
AMOY & SHANGHAI	KUKIANG	Brit. str.	—	Miller	BUTTERFIELD & SWIRE	To-day.
AMOY & MANILA	LOONGSANG	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	To-morrow, at 5 p.m.
MANILA	ZAFIRO	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
KUDAT & SANDAKAN	BOHNEO	Ger. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 8th Dec., at Noon.
SINGAPORE, PENANG & CALCUTTA	SUSANG	Brit. str.	—	F. Sembill	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
JAVA PORTS	TIRODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 4th Dec., at 3 p.m.

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ZAFIRO	2540	R. Rodger	Manila.	On 8th Dec., Noon.

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*MANILA	"LOONGSANG"	Friday, 30th Nov., 4 p.m.
*SHANGHAI	"HANGSANG"	Tuesday, 4th Dec., Noon.
*SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 4th Dec., 3 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted
 throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze
 Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.

Hongkong, 26th November, 1906.

EAST ASIATIC CO., LTD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPEN- HAGEN, SCANDINAVIAN, RUSSIAN AND GERMAN BALTIC PORTS.	"SIAM"	About end of Nov.
YOKOHAMA, KOBÉ and VLADIVOSTOCK	"CAMBODIA"	On or about 3rd Dec.
ODESSA	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 29th October, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers Tons Captain Sailing Date.

PLEIADES 3753 F. G. Purrington About 20th December.

LYRA 4417 G. V. Williams On 29th December.

SHAWMUT 9696 E. V. Roberts On 23rd January.

HYADES 3753 J. Alven On 30th January.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDING,
 Hongkong, 28th October, 1906.

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

BY the new steamers, "RHEINANIA," "HABSBURG" and "HOHENSTAUFEN" these

steamers offer to the public the highest comfort not attained in ocean travelling. They

have very large cabins, provided with ONLY LOWER BERTHS. The cabins are

sunlight and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the

steamers "SCANDIA" and "SILEZIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be

had to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA (TSINGTAO, CHEFOO AND TIENTSIN

VIA SHANGHAI)

HOHENSTAUFEN ... Capt. Jaeger ... 2nd December

SILEZIA ... Capt. Ballo ... 2nd January

SCANDIA ... Capt. v. Doehren ... 1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES,

PLYMOUTH, HAVRE, AND HAMBURG.

RHEINANIA ... Capt. v. Hoff ... 14th December

HOHENSTAUFEN ... Capt. Jaeger ... 11th January

SILEZIA ... Capt. Ballo ... 8th February

SCANDIA ... Capt. v. Doehren ... 22nd March

HABSBURG ... Capt. Filler ... 5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 2nd December

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 5th December

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 15th December

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 29th December

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LYONS, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE

LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS,

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and

Persian Gulf Ports.

SITHONIA ... FOR HAVRE, ANTWERP & HAMBURG ... 3rd December

*RHEINANIA FOR NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG 14th Dec.

C. FRED. LAEISE ... FOR HAVRE & HAMBURG ... 23rd December

ANDALUSIA ... FOR HAVRE, ANTWERP & HAMBURG ... 3rd January

COAST SERVICE.

DAPHNE ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK 29th November

[2]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR
 KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to
 TAWAU, LAHAD DATU, LABUAN,
 JOLO, ZAMBOANGA AND MENADO.

THE Steamship

"BORNEO,"
 Captain F. Sembill, will be ready to load
 on the 24th inst.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & CO.,
 Agents.

Hongkong, 23rd November, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIOU, PORT DARWIN and

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 30th November	Freight and Passage.
LONDON, &c., via USUAL PORTS	MALTA	Neon, 1st December	See Special of Call.
MARSEILLES, LONDON and ANTWERP	SUMATRA	About 5th December	Freight and Passage.
SHANGHAI and JAPAN	(NUBIA)	About 8th December	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 27th November, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KUKIANG"	On 29th November.
SHANGHAI	"KAIKAI"	On 1st December.
SHANGHAI	"HANGCHOW"	On 3rd December.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 3rd December.
SHANGHAI	"NANCHANG"	On 5th December.
SHANGHAI and KOBE	"LIANGCHOW"	On 5th December.
SHANGHAI and KOBE	"CHANGSHA"	On 13th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FAIR, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th November, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSIU VIA SWATOW AND AMOI	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 2nd Dec., at DAYLIGHT.
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"SOSHU MARU" Capt. T. SUGUWA	SUNDAY, 2nd Dec., at DAYLIGHT.
ANPING VIA SWATOW AND AMOI	"FUKUSHU MARU" Capt. S. Ito	TUESDAY, 4th Dec., at DAYLIGHT.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th November, 1906. T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR
MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.
WILL BE DESPATCHED AT NOON,
ON
SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£55 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 15th January
PRINZ HEINRICH	WEDNESDAY 30th January
GREISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZELEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at Noon, the Steamship

"BUELOW," Captain Forster, with MALES, PASSENGERS, SPECIE AND CARGO,

will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 3rd Dec. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec, and Parcels

will be received at the Agency's Office until Noon, on TUESDAY, the 4th Dec.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland the same rates will be applied as via NAPLES,

GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from

SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ SIGISMUND	TUESDAY 11th Dec.
SANDAKAN	TUESDAY 18th Dec.
MANILA	TUESDAY 5th Feb.

ON TUESDAY, the 11th DECEMBER, at Noon, the Steamship "PRINZ SIGISMUND,"

Captain Lenz, with Mails, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO KOBE

TO YOKOHAMA and back from KOBE

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San

Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ EITEL FRIEDRICH" ... Wednesday, 5th Dec.

KOBE & YOKOHAMA "SEYDLITZ" ... Wednesday, 19th Dec.

SHANGHAI, NAGASAKI, "SEYDLITZ" ... Wednesday, 19th Dec.

KOBE & YOKOHAMA "SEYDLITZ" ... Wednesday, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

Passage money payable in local currency at current sight Bank, rate of Exchange on the

day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE
MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel,
11 DAYS YOKOHAMA TO VANCOUVER,
15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).
"EMPERESS OF JAPAN"	6,000	Leave HONGKONG
"TARTAR"	4,425	THURSDAY, 29th Dec. ... 7th Jan.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 9th Jan. ... 2nd Feb.
"MONTEAGLE"	6,163	THURSDAY, 17th Jan. ... 4th Feb.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 23rd Jan. ... 16th Feb.
"ATHENIAN"	3,882	THURSDAY, 14th Feb. ... 4th Mar.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,

YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail

Express, and at Quebec with the Company's NEW PALATIA "EMPERESS" Steamship

14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA

and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £240, via New York £62.

Intermediate on Steamers £40, and 1st Class Railways £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate

passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya opposite Blake Pier.

Cutler, Palmer & Co.'s

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